

**WINGS Flight Activity A210217-01 Worksheet**  
**Airplane – ASEL/ASES**  
**Private Pilot Practical Test – DPE/EVALUATOR**

**DATE:**

**LOCATION:**

<b>APPLICANT NAME:</b>	<b>APPLICANT CERTIFICATE #:</b>	<b>APPLICANT EMAIL:</b>	<b>TYPE AIRCRAFT/SIMULATOR USED</b>	<b>BLOCK TIME</b>
<b>DPE NAME:</b>	<b>DPE DESIGNATION #:</b>	<b>DPE EMAIL:</b>	<b>WINGS Flight Activity Completed:</b> <input type="checkbox"/> <b>YES</b> <input type="checkbox"/> <b>NO</b>	

**NOTE:** The evaluator who conducts the practical test is responsible for determining that the applicant meets the established standards of aeronautical knowledge, skills (flight proficiency), and risk management for the Tasks in the appropriate ACS. The evaluator must develop a Plan of Action (POA), written in English, to conduct the practical test, and it must include all of the required Areas of Operation and Tasks. The POA must include a scenario that evaluates as many of the required Areas of Operation and Tasks as possible. As the scenario unfolds during the test, the evaluator will introduce problems and emergencies that the applicant must manage. The evaluator has the discretion to modify the POA in order to accommodate unexpected situations as they arise. For example, the evaluator may elect to suspend and later resume a scenario in order to assess certain Tasks.

**Select the applicable Tasks from the below ACS Areas of Operations for this WINGS Flight Activity:**

AREA OF OPERATION	GRADE		AREA OF OPERATION	GRADE	
	FM	SRM		FM	SRM
<b>I. PREFLIGHT PREPARATION</b>			<b>IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS – cont'd</b>		
A. PILOT QUALIFICATIONS			L. ROUGH WATER APPROACH AND LANDING		
B. AIRWORTHINESS REQUIREMENTS			M. FORWARD SLIP TO A LANDING		
C. WEATHER INFORMATION			N. GO-AROUND / REJECTED LANDING		
D. CROSS-COUNTRY FLIGHT PLANNING					
E. NATIONAL AIRSPACE SYSTEM			<b>V. PERFORMANCE AND GROUND REFERENCE MANEUVERS</b>		
F. PERFORMANCE AND LIMITATIONS			A. STEEP TURNS		
G. OPERATION OF SYSTEMS			B. GROUND REFERENCE MANEUVERS		
H. HUMAN FACTORS					
I. WATER AND SEAPLANE CHARACTERISTICS, SEAPLANE BASES, MARITIME RULES, AND AIDS TO MARINE			<b>VI. NAVIGATION</b>		
			A. PILOTAGE AND DEAD RECKONING		
<b>II. PREFLIGHT PROCEDURES</b>			B. NAVIGATION SYSTEMS AND RADAR SERVICES		
A. PREFLIGHT ASSESSMENT			C. DIVERSION		
B. FLIGHT DECK MANAGEMENT			D. LOST PROCEDURES		
C. ENGINE STARTING			E. PILOTAGE AND DEAD RECKONING		
D. TAXIING					
E. TAXIING AND SAILING			<b>VII. SLOW FLIGHT AND STALLS</b>		
F. BEFORE TAKEOFF CHECK			A. MANEUVERING DURING SLOW FLIGHT		
			B. POWER-OFF STALLS		
<b>III. AIRPORT AND SEAPLANE BASE OPERATIONS</b>			C. POWER-ON STALLS		
A. COMMUNICATIONS, LIGHT SIGNALS, AND RUNWAY LIGHTING SYSTEMS			D. SPIN AWARENESS		
B. TRAFFIC PATTERNS					
			<b>VIII. BASIC INSTRUMENT MANEUVERS</b>		
<b>IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS</b>					
A. NORMAL TAKEOFF AND CLIMB			A. STRAIGHT-AND-LEVEL FLIGHT		
B. NORMAL APPROACH AND LANDING			B. CONSTANT AIRSPEED CLIMBS		
C. SOFT-FIELD TAKEOFF AND CLIMB			C. CONSTANT AIRSPEED DESCENTS		
D. SOFT-FIELD APPROACH AND LANDING			D. TURNS TO HEADINGS		
E. SHORT-FIELD TAKEOFF AND MAXIMUM PERFORMANCE CLIMB			E. RECOVERY FROM UNUSUAL FLIGHT ATTITUDES		
F. SHORT-FIELD APPROACH AND LANDING			F. RADIO COMMUNICATIONS, NAVIGATION SYSTEMS/FACILITIES, AND RADAR SERVICES		
G. CONFINED AREA TAKEOFF AND MAXIMUM PERFORMANCE CLIMB					
H. CONFINED AREA APPROACH AND LANDING					
I. GLASSY WATER TAKEOFF AND CLIMB			<b>CONTINUED ON BACK</b>		
J. GLASSY WATER APPROACH AND LANDING					

			<b><u>OBSERVATIONS, NOTES, ETC./:</u></b>
<b>IX. EMERGENCY OPERATIONS</b>			
A. EMERGENCY DESCENT			
B. EMERGENCY APPROACH AND LANDING (SIMULATED) (ASEL, ASES)			
C. SYSTEMS AND EQUIPMENT MALFUNCTIONS			
D. EMERGENCY EQUIPMENT AND SURVIVAL GEAR			
E. ENGINE FAILURE DURING TAKEOFF BEFORE VMC (SIMULATED) (AMEL, AMES)			
F. ENGINE FAILURE AFTER LIFTOFF (SIMULATED) (AMEL, AMES)			
G. APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (SIMULATED) (AMEL, AMES)			
<b>X. MULTIENGINE OPERATIONS</b>			
A. MANEUVERING WITH ONE ENGINE INOPERATIVE (AMEL, AMES)			
B. VMC DEMONSTRATION (AMEL, AMES)			
C. ONE ENGINE INOPERATIVE (SIMULATED) (SOLELY BY REFERENCE TO INSTRUMENTS) DURING STRAIGHT-AND-LEVEL FLIGHT AND TURNS (AMEL, AMES)			
D. INSTRUMENT APPROACH AND LANDING WITH AN INOPERATIVE ENGINE (SIMULATED) (SOLELY BY REFERENCE TO INSTRUMENTS) (AMEL, AMES)			
<b>XI. NIGHT OPERATIONS</b>			
A. NIGHT PREPARATION			
<b>XII. POSTFLIGHT PROCEDURES</b>			
A. AFTER LANDING, PARKING AND SECURING (ASEL, AMEL)			
B. SEAPLANE POST-LANDING PROCEDURES (ASES, AMES)			

**FLIGHT MANEUVERS (FM) GRADE**

**C - Perform** – Satisfactory performance requires that the applicant:

- demonstrate the Tasks specified in the Areas of Operation for the certificate or rating sought within the established standards;
- demonstrate mastery of the aircraft by performing each Task successfully;
- demonstrate proficiency and competency in accordance with the approved standards;
- demonstrate sound judgment and exercise aeronautical decision-making/risk management; and
- demonstrate competence in crew resource management in aircraft certificated for more than one required pilot crewmember, or single-pilot competence in an airplane that is certificated for single-pilot operations.

**N/O - Not Observed** – Any event not accomplished or required

**SINGLE PILOT RESOURCE MANAGEMENT GRADE (SRM)**

**M/D - Manage/Decide** - the Airman can correctly gather the most important data available both within and outside the cockpit, identify possible courses of action, evaluate the risk inherent in each course of action, and make the appropriate decision. *Instructor intervention is not required for the safe completion of the flight.* ("M/D" will be used to signify that the Airman is satisfactorily demonstrating proficiency in SRM skills for the certificate or rating being exercised in order to act as Pilot in Command.)

**N/O - Not Observed** – Any event not accomplished or required